



THE PILOT

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Association

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CENTENARY ISSUE



The President, Lord Strathcona; The Mayor of Bristol, Alderman Tom Clarke; the Rt Hon James Callaghan MP

A hundred years ago in Pill and Bristol the UK Pilots' Association began. The City of Bristol was host to a gathering of many distinguished people concerned with pilotage today.

UNITED KINGDOM PILOTS' ASSOCIATION
20 Peel Street, London, W8 (01-727-1844)

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	1949-1962 Captain Sir Peter MacDonald, KBE, MP (Isle of Wight)
	1963-1976 The Rt Hon James Callaghan, PC, MP (Cardiff South East)
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CENTENARY MESSAGE

**by the Honorary President of the UKPA
The Rt Hon The Lord Strathcona and Mount Royal**

Marine pilots in the United Kingdom have always been rightly proud in their tradition of rugged independence. The book on the history of the UKPA bears the fact out in the historical record.

But then, a Century ago, the pilots came to recognise that they also had interests and problems in common. The value of an organisation to represent these common purposes has been amply demonstrated since then.

Now, 100 years on, the need for pilots to put their case has never been greater. Political and commercial pressures threaten the livelihood of many of them yet their responsibilities become more onerous as ships get larger and public awareness of potential environment dangers is intensified. It is when conditions are most difficult and demanding that the insurance of the availability of a skilled and dedicated pilot service is most appreciated. Pilots will need to show adaptability and willingness to adopt new techniques if the progress made in the last century is to be maintained in the years ahead.

On a personal note I am very conscious of the honour represented by being Honorary President in this the centenary year of the UKPA in succession to the distinguished line of previous holders of the office.

Strathcona

Alderman Tom Clarke and Lord Strathcona showing the commemoration plaques with the UKPA flag in the background



CENTENARY CELEBRATIONS

The pleasant summer evening of June 11th was the occasion for the City Corporation of Bristol to host a reception, to mark the Centenary of the foundation of the United Kingdom Pilots' Association in the nearby village of Pill. At the splendid Council House, Alderman Tom Clarke, Former Lord Mayor of the City and of the Bristol Pilotage Committee, acted as host to the assembled company, which included many pilots and representatives from shipping and port interests around the country.

It was most gratifying to have the support of our President, Lord Strathcona, and to note with pleasure the good form of his predecessor the Rt Hon James Callaghan MP and Mrs Callaghan.

A Sea Cadet piped "the Still" and rang Six Bells then Alderman Clarke bade us welcome to Bristol and congratulated us upon our first hundred years. Lord Strathcona responded and presented the City with the UKPA Centenary Plaque to commemorate their links with the Association. The plaque was designed by Humber pilot Roy Carmichael and shows the flags of the four regions of the Kingdom united behind the Association badge.

When "Eight Bells" were rung, a Postman, clad in the uniform of 1884, entered the Hall and delivered to Lord Strathcona a souvenir album containing messages of greeting to the UKPA and a delivery of commemorative postal covers dated that morning, for distribution to guests (not forgetting the Sea Cadet).

After enjoying the City's hospitality, the company moved on to the Unicorn Hotel for a Supper Dance which gave an opportunity for old friends to renew acquaintances and for people with differing interests in our industry to meet and chat in a happy and relaxed atmosphere.

The atmosphere was slightly less relaxed during the Raffle, when Executive member Don Davis won the star prize on the first draw. He had the grace to circulate with the beautifully engraved decanter suitably topped up.

The IMPA Travel Agent, anxious to remind of this year's Hong Kong Congress, arranged for a calligraphist to provide us with large name tags in Chinese characters. This made identifying each other so much easier as the evening wore on.

We must also thank the committee of Bristol Pilots, led by Terry Russell who made the arrangements, and in particular John Rich for the splendid manner in which he carried out his duties as Master of Ceremonies.

A VISIT TO HARVEY'S WINE CELLARS

A visit to Harvey's Wine Cellars was arranged for wives and those pilots who were not involved in the mundane executive problems on Monday morning, 11th June.

The visit proved to be very interesting and was well attended. Due to the numbers and the fact that a television camera crew were working in the cellars, the manager of the cellars gave us a brief talk on the history of Harveys and the cellars before we were allowed to wander around. The cellars are really a museum where many original objects involved in the storing and drinking of wines are on show, plus instructional diagrams of the growing of the vines, the areas where various wines are produced and blending procedures.

The visit ended with a film show describing all the aspects of the growing of the grapes, the fermentation, blending and bottling of Harvey's Sherries plus some eagerly awaited tasters of various of them.

Many thanks to Harveys and the organisers of the Centenary for making the visit possible.

P B Johnson

An Extract from The History of the UKPA by Harry Hignett

THE ORIGINS OF THE ASSOCIATION

It would be reasonable to assume that the initiators of a national association for pilots would be found on the Thames, where pilots were more numerous, or on the Mersey, where the pilots were a more close-knit unit. In fact they emerged at Pill Creek in Somerset. It was the situation in the Bristol Channel, particularly at Bristol, which brought together all the parties most likely to form the core of a national body: a series of events confronting the pilots there as a consequence of the change in the nature of maritime traffic and trade, with a growth of the South Wales Ports.

In the 1870's Samuel Plimsoll, campaigning for increased safety for British ships and seamen, called together a number of interested parties: MP's, shipowners and mariners. Known as the Plimsoll Committee, its secretary was Plimsoll's brother-in-law, Roger Moore, a Bristol toilet-soap manufacturer. Discussions covered a wide field and many shipmasters were consulted; a load-line was one topic, the retention of compulsory pilotage another. Among the members of the Committee was Capt. Bedford Pim QC, MP for Gravesend, who had cut short an outstanding naval career to take up law at the age of 45. He had chambers in London, Bristol and Plymouth. As MP for Gravesend he came into contact with a great number of Thames

Rt Hon James Callaghan MP (Past President) with a Postman of a Century Ago, holding First Day Covers



pilots. No doubt he had talks with another member of the Committee, John Puleston, MP for Plymouth/Devonport, who had had a successful commercial career in Virginia (as a banker and newspaper operator) where he retained many useful associations in the American maritime sphere.

One of those consulted by Plimsoll's Committee was Captain George Cawley, an experienced shipmaster and part owner of a steamship, who later left the sea to take a post ashore. A few months after being appointed pilot-master at Cardiff he was drawn into a serious dispute between the 84 pilots there and the Dock owners.

A channel dredged through the notorious Cefn-y-wrack shoal in the approaches to Cardiff silted up. In March 1878 the pilot of the *Royal Minstrel*, John Howe, refused to take her to sea with a draft of 24ft. 8ins. The dockmaster said that there was 25ft. of water on the shoal at the time. A month later David Samuel, pilot of *Prince Amadeo*, refused to take her to sea in similar circumstances. The charterer of both vessels complained that his ships had been neaped and thereby delayed three days. Both pilots were suspended. The Cardiff Pilots were so infuriated there were threats of a strike. Cawley resigned in disgust, warning the pilots against any action which would harm their cause, and advising them to contact Roger Moore with a view to getting support from Samuel Plimsoll.

Within a month Plimsoll had visited Cardiff, gone out with the pilots to the shoal and personally checked the soundings, then with John Puleston raised the matter in Parliament causing the Board of Trade to ask the Cardiff Pilotage Board to explain their actions. The questions posed by the Government Department embarrassed the Pilotage Board, but as no infraction of the law had occurred no action could be taken. However, there was enough of an outcry for a local inquiry to be set up in 1879 which established the need for new by-laws governing the composition of the Board. In spite of strong opposition a private Act was passed through Parliament the following year giving the pilots two seats on the Board. What happened to Howe and Samuel is not recorded.

Across the Channel at Bristol the 37 pilots there were also unhappy about the actions or inactions of their Authority. With 37 apprentices and 74 Westernmen (time-served apprentices), any fall in shipping activity affected the whole village of Pill — a small community of boatmen, watermen and pilots living around a creek of the River Avon about a mile from its confluence with the Severn. A change in the traditional working routine could mean a loss of income of disaster proportions: they were now to be faced with "choice" pilotage.

The pilots did not work a "turn" or rota system; sailing in competition the first pilot to board an incoming vessel was normally given the pilotage and would also have the outward pilotage. In November 1880, however, a firm of Bristol Shipowners, the Great Western Shipping Company, with a very successful line across the North Atlantic, built several larger steam vessels to cope with the trade and resolved to have their own choice pilots to conduct them in and out of Bristol. Altering the usual routines for boarding pilots, the masters were instructed to take only the pilots displaying the pre-arranged signal. In the meantime three pilots, Case, Ellis and Reed, were covertly selected and informed of the date and time of the arrival of the ships. This arrangement meant that 34 pilots, and therefore their assistants, were deprived of a share of the income from the most lucrative vessels without any infringement of rule or regulation.

In December, one of the three pilots, Reed, on the way to his cutter lying in Pill Creek, walked into a crowd of some 50 women and boys and was tarred and feathered. In the New Year the Westernmen went on strike — licensed pilots could not. Ellis and Case tried in vain to get boatmen at Ilfracombe (30 miles down the coast) to take them to a couple of inwardbound ships. Returning to Pill they attempted to sail their cutter out of the Creek, but were barred by a chain across its mouth and made fast to a bollard on one side and held taut by a large number of women and boys on the other — all being advised and encouraged by the landlord of the Waterloo Hotel, Captain Henry Langdon (who was also Secretary of the Bristol Pilots' Association). The following day Ellis and Case again tried to take their cutters to sea; this time they were stopped by a number of skiffs, manned by Westernmen, drawn across the Creek. The Haven Master of Bristol, Captain Parsons RN a former Commander of the RNR base at Bristol, hurried down to Pill and demanded of the Westernmen as to what they were doing. The Westernmen, all naval reservists, called back, "You taught us to blockade the port".

That night at a meeting in the Pill Parish Rooms, all involved in the dispute were addressed by a solicitor, a town councillor and a couple of local dignitaries among whom was Roger Moore.

In the same year, 1881, Roger Moore was elected to the Bristol City Council and appointed to the Docks and Pilotage Committees. He had immediate experience of the friction between the pilots and Bristol Corporation officials. A fairly large steamer ran aground in the Avon not far from Pill; after a very short time she was refloated without damage, but the pilot, Canby, was suspended for 12 months. Roger Moore, present at the proceedings and at a Board of Trade Inquiry in London, protested vigorously against the severity of the punishment. Canby, in fact, did not have his licence returned to him for a further five years. The first twelve months of the Pilotage Committee gave Moore an unusually deep insight into the problems of the pilots and their negotiations with the Corporation. He was also to meet the work with Joseph Browne, a former Westernman and son of a pilot who was about to take up work as Collector of Pilotage Dues for the pilots.

A little before the incidents at Bristol, George Cawley had returned to sea as master on the maiden voyage of *Clan Alpine* the first ship of the new company, Messrs Cayzer, Irvine Ltd. Although he was very popular with passengers being known as the "Courteous Commander", he left the sea for a second time in 1880 to set up offices as a marine consultant at 69 Queen Square, Bristol, which was to become the office of the UKPA from 1884 to 1924.

One of Cawley's first clients was the De Bay Direct Acting Propeller Company, which fitted an experimental geared propeller to the *Cora Maria*, a working cargo vessel owned by Edward Capper (who was also charterer of the *Royal Minstrel* and *Prince Amadeo*). He even went so far as to take command of the ship for three voyages and, in 1881, his sympathy for pilots was strengthened. In a severe December gale, the Bremen bound *Cora Maria* was partially disabled by "the breaking of the gear which actuated the forward screw", her boats were swept away and visibility severely reduced by snow and sleet squalls. Cawley had other difficulties for all the German light-vessels had been damaged, driven from their moorings or withdrawn; even the shore lights had been damaged. In these conditions, off the Weser, navigation was impossible. Fortunately a Weser pilot schooner, itself damaged, stood by for 48 hours until she could lead the *Cora Maria* to safety. Cawley never allowed himself to forget the incident.

All the circumstances likely to generate the need for a national pilots' association were now present; many potential members were in a mood to join.

In 1883 Joseph Chamberlain, a brilliant but unpredictable politician, was prevailed upon to take a lead in promoting parliamentary action against compulsory pilotage. As much as anywhere, pilots in the Bristol Channel were at risk. The spokesman of the Swansea pilots, Captain David Tamlin, approached the Cardiff pilots who in turn were in touch with their counterparts across the water at Bristol.

At the suggestion of Roger Moore, Tamlin with Edward Edwards of Cardiff met representatives of the Bristol Pilots' Association, Craddy, (chairman), Langdon and Joseph Browne, at the Waterloo Hotel, Pill. Initially a Bristol Channel Pilots' Association was the aim, but Moore prevailed upon them to take a wider view and encompass pilots from other districts, perhaps forming a British Pilots' Association which would have more respectability and greater negotiating power at Parliamentary level. David Tamlin was especially enthusiastic and volunteered to sail his own cutter around the Irish Sea. Moore offered to make contacts with other pilot services, notably through Bedford Pim at Gravesend. Plimsoll was about to retire from Parliament and introduced the pilots to John Puleston. There were favourable responses from all the major districts around the British coasts. In October 1883 a meeting of representatives from the largest ports was held at Bristol, and a decision form a national body using the services of the Bristol Pilots' Association was confirmed. In January 1884 plans for an inaugural conference were prepared and the steering committee began looking for a leader impressive enough to keep the Association together, powerful enough to present the pilots' views at national level, yet independent enough to have an unbiased opinion of what pilots' needs were. Plimsoll was approached and refused but suggested Captain George Cawley.



*L to R standing: Messrs G A Coates, J H Burn, G M Logie, N C E McKinney, J Mackay, J Bennett, C C Wilkin, B I Evans, M H C Hooper, D W Davis, H Frith
L to R seated: Edgar Eden (GS & LA), R A Glover (vice-Chairman), Lord Strathcona (President), N C Walker (Chairman)*

THIRTY DAYS HATH DEFENDER

Experience shows that pilots are too concerned with their charges to remember their own interests. Failure to report an incident to the Insurers within the time limit can lead to disqualification of claim or, at best, a heap of extra trouble for all concerned.

Condition 9 in the UK Pilots' Policy requires every member to report to the Insurance Company **IN WRITING WITHIN THIRTY DAYS** of the happening of any event out of which a claim may arise. Since it is not possible to say with any certainty that a particular incident will lead to an enquiry or legal proceedings, members should in their own interest inform Navigators & General in writing of **ALL INCIDENTS**, however trivial they may be.

UK TECHNICAL COMMITTEE

Some Notes of General Interest on the Work of the Committee in 1983

During 1983 the following matters were amongst those considered by the Technical Committee. In as far as these are thought to be of general interest to pilots nationally, they are reported as follows:—

Sea Link Ferry Ladder

Investigations took place during the year with the co-operation of Sea Link Ferries and the help of the Bristol pilots to find an acceptable answer to the continuing problem of pilot ladders on ferries with beltings. A number of practical tests took place with the result that the enclosed drawing is considered to be one acceptable answer to the problems imposed by the legal requirements of a pilot ladder to be resting flat on a ship's side combined with the need to safeguard pilot craft. (Sketches overleaf)

Side Ropes for Pilot Ladders

From the result of practical tests, the Committee recognise that with suitable criteria being established, polypropylene side ropes could be acceptable. Amongst the criteria was that the diameter of the rope should not be less than that specified by SOLAS for other materials — thus reducing the stretch factor to similar proportions — and that the rope should have a "hairy" texture to minimise hand slip. A section of ladder was tested by the Tees pilots for four months in exposed conditions and found satisfactory. The side ropes are made by Hawkins and Tipson, are known as "Nelson" brand and have woven into the lay a black strand for identification purposes.

Pilot Ladder Steps

Pilots have reported unsatisfactory ladders with steps of man-made material. The Department has been informed that, other than the Comar ladder, no such steps have been approved by pilots.

Pilot Safety and High Sided Launches

This matter is under continuous review by the UKPTC. In the meantime the following are the **minimum** standards recommended by EMPA. (Overleaf)

Pilot safety generally is discussed at every meeting with consideration of the latest advances in float coats, strobe and other personal safety lights, pilot launch equipment, rescue strops, and rescue procedures. The Milford Haven pilots report that after seven year's service of their RFD Hazardous Duty life jackets, some 50% have been found to have become porous and need replacement at a cost of about £245 each (including VAT).

Currently on the table at the UKPTC are ISO recommendations for bridge visibility, design and equipment, and the pilotage section of the IMO International Standard Vocabulary.

The Technical Committee **would like the assistance of pilots nationally** on two subjects:—

Failure of Automated Bridge Control Gear

Raised at the request of a Pilotage Authority, it was considered at our meeting that failure of automatic bridge control gear has been responsible for accidents and near-miss situations. The Committee would be pleased to take note of any instances from pilots so that a general survey can be made and, if substantiated, brought to the attention of the Department.

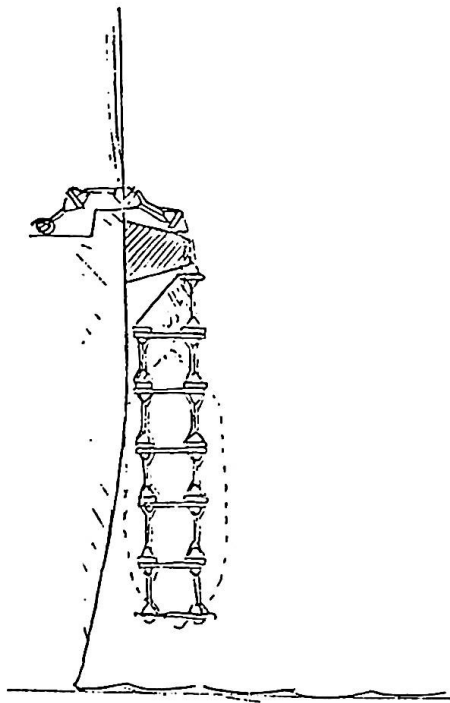
Effect of Fitting a Shrouded Propeller

Whilst much has been made in terms of fuel economy by fitting large vessels with a fixed shroud around the propeller, little seems to have been scientifically quantified about the effects on manoeuvrability, particularly astern power. Information from pilots would be helpful please.

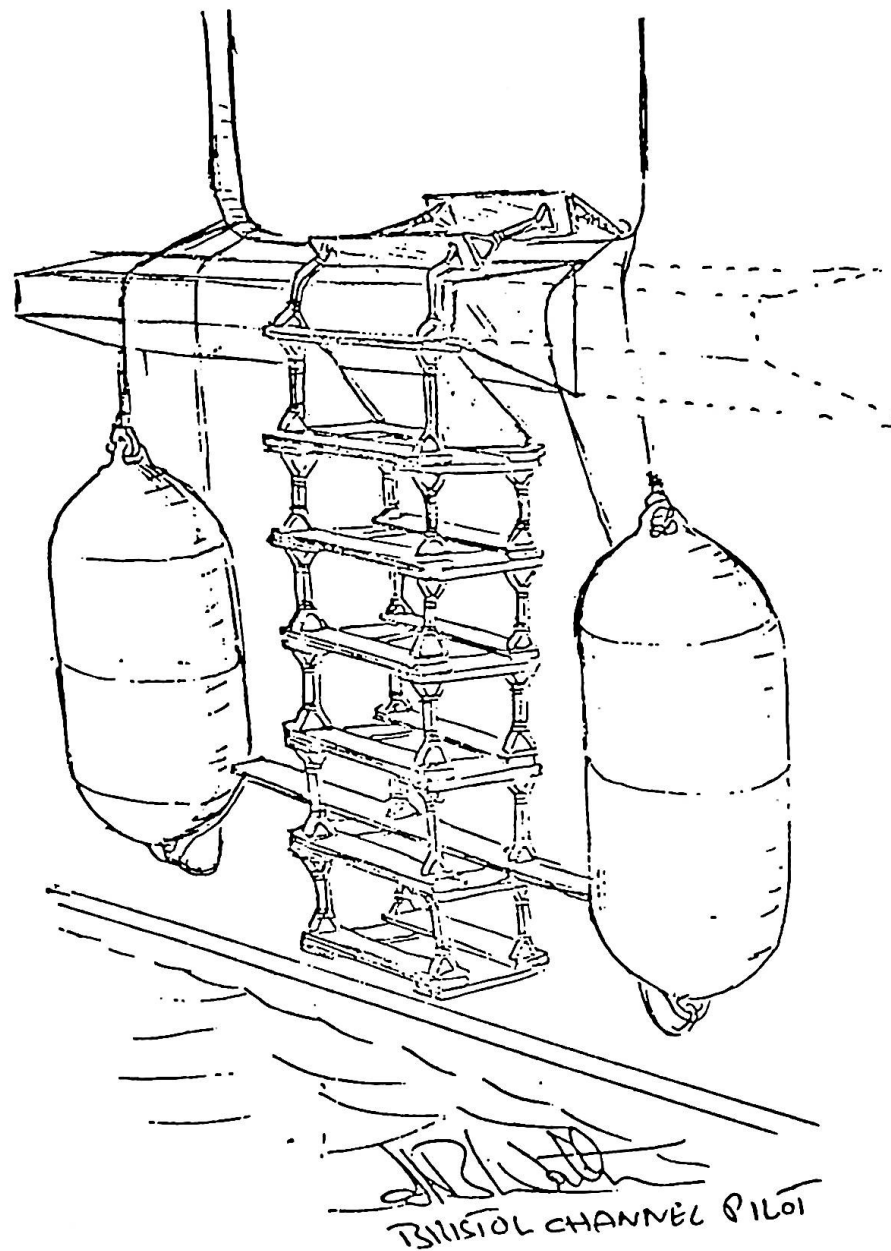
Chairman UKPTC P J H Tebay,

EMPA MINIMUM DEMANDS TO LIFE-SAVING EQUIPMENT ON HIGH-SIDED PILOT CUTTERS

1. Strong-working deck light fore and aft, and a search-light.
2. Quick-release floating light/smoke signals.
3. Proper purpose-designed recovery strops.
4. Heaving lines with snap shackles.
5. One large and one small diameter life-saving hooks with a 4/5mm long shaft.
6. A drop-down permanent stern platform or other permanent arrangement suitable to enable a crew member to recover an unconscious man overboard.
7. Alternative to above — suitable side recovery arrangements that have proved successful.
8. On both sides of the cutter a scramble net of sufficient length to secure a man overboard. The net to be weighted at the lower end to keep it vertically submerged and to have tripping lines at each lower corner.
9. In using any of the above arrangements sufficient crew members, or winch and davit arrangements, to lift an unconscious man from the water.
10. A portable ladder that can be fastened to the side of the boat.
11. Suitable medical equipment to deal with first-aid hypothermia.
12. In addition pilots should wear proper floatation aids.
13. In every District the crews of the pilot cutter should be regularly trained in the use of the equipment and in whatever recovery procedure has been found most successful.



Ferry Ladder
Side elevation
Shown on left
General view
on right



PENSIONS COMMITTEE

CHAIRMAN'S REPORT 1983/1984

Two PNCP meetings have been held in September and January since our last AGM in May 1983. Tony Boddy is the PNCP's secretary having succeeded Peter Yates who retired in September 1983 after having held the post since the PNCP's inception in 1974. It was mainly due to Peter's hard work and enthusiasm that the Committee is in such good shape today.

The Chairman and vice-Chairman, Messrs Glover and Marshman, were re-elected at the last AGM for a further term of office, both of whom attended a Pension Trustee Course in Eastbourne run by the T & GWU. This was extremely worthwhile and which broadened our knowledge of the strength and weaknesses of the PPNF in relation to other top class Pension Funds in industry.

It was with deep regret that we learnt of the death of Jim Porter so soon after his retirement as Fund Manager at the PPNF. We will all benefit now and in the future from the level of expertise Jim brought to the Board of Management.

Our grateful thanks must go to Jan Lemon as Secretary of the PPNF for giving up her valuable time to attend our PNCP meetings.

The PNCP have pressed the Pilots' Organisations and the PPNF on many pension matters during the year, topping up, AVC investments, commutation levels and of course the shopping list for the distribution of surplus. We have, to date, been unsuccessful in obtaining an extra pilot representative on the BOM of the PPNF: however, with the Board so ably led by its Chairman, Harry Frith, and with two pilot trustees, Messrs Vaughan and Eden, the Fund is in good hands.

The over-riding element influencing our affairs in the past year has been the projected Severance Scheme. The Merchant Bankers, Samuel Montagu, have suggested that to facilitate its introduction, a sizeable portion of the surplus arising from the last valuation is required. The PNCP has always been opposed to the use of any of the surplus other than for the general improvement in the fund for the benefit of all its members. However, it recognises the difficulties at this time facing the Pilot Trustees in retaining the present contribution level. It is crucial that the contribution rate is maintained or increased to build up the fund in order that the serving pilots can expect full credits for years served by the time they reach age 60 and pensioners receive increases in line with inflation.

R A Glover

BOOK REVIEWS

THE MODERN LAW OF PILOTAGE

by Mr F D Rose, MA, BCL, of Gray's Inn, Barrister, Lecturer in Law, University College London. Published by Sweet and Maxwell.

This is a very neat piece of work and its approach to the law of pilotage is splendidly practical throughout. It contains the actual texts of the Pilotage Act 1983 with detailed annotations to individual sections and the relevant statutory instruments.

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THE LAW AND ADMINISTRATION OF PILOTAGE 2nd Ed

by G K Green, MSc, Extra Master; and R P A Douglas, OBE, Solicitor to the National Ports Council.

(Continued foot of next page)



Mr John Rich, Lord Strathcona, Postman, Mr Terry Russell

The second edition of this admirable book establishes it even more firmly as an authoritative work on the law of pilotage. It sets out the texts of the statute and case law on pilotage. The authors are to be congratulated for having produced this invaluable volume and for maintaining it at the peak of its usefulness by overcoming, so successfully the special problems of revision.

E E

THE HISTORY OF THE UNITED KINGDOM PILOTS' ASSOCIATION

by Harry Hignett, retired Liverpool pilot, Churchill Scholar 1972. 62pp, illustrated, published by UKPA, price £2.30 including p & p within UK.

Harry deserves the highest commendation for this well researched history and most readable account. It is important to pilots, and to the country as a whole, to place on record with such clarity the events and arguments of the past century. The author and the Association did well to produce this book in good time for the centenary celebrations.

The scope covers the personalities in the story, the origins of the Association, the effects of the coming of steam, the Pilotage Acts of 1913 and after the relationships with EMPA and IMPA. The Foreword by Lord Strathcona, has been adapted for the front page of this issue of *The Pilot*, as has a short extract from the book on the origins of UKPA which also appears within. Modestly priced as a paperback, few pilots can fail to find it of personal interest as well as worthy of showing to others with pride.

DC

MARINE FORUMS, SEMINARS, AND INTERNATIONAL CONVENTIONS

We are all living in an age of great change where many of the long-established pilotage practices, proven beyond doubt, are now being challenged by academics with enquiring minds who are backed by modern sophisticated technology. The UKPA receive many invitations to such meetings which present the Executive with a problem of on which of these meetings the UKPA should keep a watching brief.

The first of these controversial meetings, on Vessel Traffic Services, was held in London in 1975: it attracted little, if any, attention from pilots in general, who I am sure thought that if they ignored such goings on they would eventually go away. We have since learnt, to our cost, that Vessel Traffic Services not only is not going to go away but unless it is carefully monitored and challenged by pilots, our role will be reduced to that of a link between the VTS Operator ashore and the Master on board his ship.

At the 1981 Symposium on Vessel Traffic Services in Bremen which attracted 22 international pilots to the meeting, alerted by the dangers of VTS to the pilotage profession, we were told in no uncertain terms by Captain A Wepster (Advancement of Transport through Organisation on Ship Movement) that:—

“ALL ON BOARD WILL HAVE TO REALISE AND ADMIT THAT DEPENDING ON THE CIRCUMSTANCES THEIR FREEDOM OF COMMAND IS SHRINKING AND THAT IN OPEN DISCUSSION BETWEEN ALL INTERESTED PARTIES, NEW BOUNDARIES OF RESPONSIBILITIES WILL HAVE TO BE DEFINED AND NEW OPERATING RULES HAVE TO BE DRAFTED IN ORDER TO MAKE THE BEST OPERATIONAL USE OF NEW TECHNIQUES THAT OFFER THEMSELVES”.

By 1984, the Symposium on Vessel Traffic Services in Marseilles has now attracted the attention of some 65 international pilots who, by their very attendance, gave clear indication that pilots are not indeed going to have their profession down-graded by VTS being operated from the shore. The pilots presented three papers:

1. *Air Traffic Control and VTS* (a paper given by Maurice Guicharousse, vice-President of IMPA)
Maurice's paper set out to show clearly that it is a misguided belief held by many people that Air Traffic Control and Vessel Traffic Services can be one and the same thing. Maurice Guicharousse, who holds an Air Pilots' Licence and a French Pilots' Marine Licence was very well qualified to outline the differences which exist between the two systems.
2. *Use of the VERDON radar by the GIRONDE Pilots.* This was a paper given by Paul Lopinot, a Gironde Pilot outlining how the pilots' control the movement of the ships into the port in adverse weather by the use of radar — and finally,
3. *Some Aspects of Pilots' Participation in VTS* given by Robert Hoffstay of the European Maritime Pilots' Association, representing the views of the UK pilots together with all the continental pilots, he outlined the policies of EMPA. His paper, emphasising the role of the pilot in the modern Vessel Traffic Services, was very well received.

Again, the 1984 Conference on Marine Simulation held in Rotterdam in June attracted the attention of the UKPA Executive by such papers as:—

1. *Training and Testing of Pilots and VTS Operators*
2. *Bridge Simulator Training Systems, Differences 3rd Mate to Pilot*
3. *The Combined Training of VTS Operators, Ship Masters and Pilots using Ship Handling Simulators.*

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GRP HULLS AND OSMOSIS

When GRP (Glass Reinforced Plastic) hulls were first introduced for pilot boats they were hailed as the answer with greatly reduced initial cost as well as far easier and cheaper repairing and maintenance.

In the simplest of terms, the basis of their construction being synthetic or glass fibres (dubbed “glass”) bonded together with resins (the plastic) which harden into the desired shape, this is then covered with a “gelcoat” to act as an additional water proofing and provide a smooth, decorative finish.

Generally, to construct a GRP hull a full scale model is made (dubbed the “plug”), inverted, and the outside covered in layers of GRP to make an outside/in boat. This has external stiffeners and is made in two sections. Once released from the “plug” the “mould” can remain rigid and be more readily released from future castings. Being the template for future hulls, the “plug” and “mould” must be meticulously made with no flaws or blemishes, and so is very time and labour consuming, and very costly.

The “mould” — now the right way up — is thoroughly smoothed, cleaned and covered with a releasing agent (usually wax based) so the “gelcoat” will not stick to it.

A “gelcoat” (of polyester resin mixed with a catalyst, an accelerator and colouring) is then sprayed into the “mould” to the required thicknesses and allowed to cure (mixture allowed to react on itself and harden).

“Glass” matting saturated in resin is then layered onto the “gelcoat” to the required thicknesses, which will vary in different parts of the hull depending on the strength and weight needed; the frames and engine beds are frequently bonded in at this time to make the casting more rigid when it is freed from the “mould”.

The whole casting is now allowed to cure in the “mould” for a decreed length of time and then freed by removing the “mould”. The time can vary from seven to 28 days, depending on the thickness, complexity of the hull, and the future use expected.

Once the “mould” has completed the casting it can be reassembled, thoroughly cleaned, and the process repeated. A hull can thus be cast every two to four weeks and the more castings made the cheaper the “mould” becomes, reaching a breakeven point (depending on the complexity and design of the “plug” and “mould”) and hopefully then a profit.

Notwithstanding Ian Evans, Executive Member, attacking the validity of modern simulators, in 1978, Salesmen and Technicians were once again telling us that ship handling experience can be gained from simulation. This symposium was attended by Dutch, German, French, Belgian, together with UK pilots who once again emphasised that in their opinion simulation for ship handling could, at best, only be a small aid to problems on ship handling and that nothing in their opinion will reproduce the ‘on board’ experience with real time.

We are now advised of a new symposium, *2nd Bridge Design*, to be held in Germany. Notwithstanding the valiant work of Bob Valentine, the Panama Canal pilot who, over the years, has spent many hours attending numerous symposia on Bridge Design to make sure that pilots views on bridge design were incorporated in new building, we are still finding that the mast is in the wrong place at a crucial time when we are docking.

Probably the most important aspect of all such Symposia and Forums is that the pilotage profession must always try to have a presence in order to keep a watching brief and, if necessary, to ensure firmly and logically that our profession is not being usurped.

C C W

This production line type of construction creates great savings in labour costs but, as will be shown, precision and timing are vital for a good hull, so although speed of casting means more profit, it can also result in poor quality hulls.

This high initial cost of the "plug" and "mould" creates the financial necessity of a minimum number of hull forms, with inevitably GRP pilot boats built on hulls that were basically designed for other purposes, giving an imperfect boat from the start. A national pilot boat scheme could well mean we afforded say, two main "plugs" (10 metres and 15 metres) specially designed as pilot boats which others could then adapt for their purposes.

The art of "laying up" a hull is a more precise one than many believe, for during construction many of the future problems can be created which lie dormant until the boat has been immersed in water for some time, probably years. Even Lloyd's inspection and Certificates are no guarantee that faults are not present, for they cannot supervise every single process of construction.

The "gelcoat": if the wrong amount of pigments, catalysts, curing agents, polyester resin, fillers *etc.*, are used, or more disastrously, if they are not properly mixed, then bubbles of air or improperly mixed components are created.

If the gelcoat becomes too hard then a good bond may not occur with the GRP, and if too soft, then the fibres may penetrate it and, acting like straws, lead water by capillary action into the GRP (this is dubbed "wicking" and, though causing similar results to "osmosis", it is not).

The GRP: this has to be as carefully mixed and applied as the "gelcoat", with special care that ALL air is expelled from between the layers, for this creates delamination which "osmosis" will extend. A wrong mixture or a wrongly cured layer will prevent bonding and this too creates delamination, which weakens the hull and allows spaces for the "stronger solution" to collect as a result of "osmosis"

In all construction work there are "tricks of the trade" which, if used correctly, speed the job without detriment to the work and, in practice, can improve the work and materials; GRP construction is no exception.

Styrene is used as part of the lamination resin, making it easier to flow and giving better adhesion, however too much, or not fully mixed, and some will remain unreacted, staying as styrene which is very soluble in water, creating a "strong solution".

Acetone is used as a thinner and cleaner, but if any finds its way into the lamination it too causes blistering filled with another "strong solution".

So, while casting takes place, extreme care must be taken to have a carefully controlled atmosphere (dry, warm and dust free); all solutions must be carefully and properly mixed in their exact proportions, with the whole work skilfully and diligently carried out.

It could be said that the bad side of the GRP hull reputation probably blossomed because many did not realise or appreciate the need for such care and so inexperienced builders, thinking it child's play, turned out future disasters by the score. It is only in the past six years or so that the industry as a body set about this "blistering" problem; (cause, effect, prevention and cure).

However, hulls of some twenty years are reported still about with no defects and Lockins of Rye have cast over 370 hulls during many years with reputedly none reporting "osmosis" and with one in the water for nine years having no increase in weight.

Having used the term Osmosis, and again mentioning the dreaded word, let us clear up exactly what it is, for many faults are accredited to it which, in fact, are not caused by it at all.

Officially, it is the passage of a solution of lower concentration through a membrane to an adjacent solution of higher concentration. The greater the difference in the concentrations the more rapid the effect and, flowing from low to high, it is apparent why blistering is more severe in fresh water.

To us the weak solution is the sea, the membrane the gelcoat, and the stronger solution develops in the GRP through moisture or water absorbing the unreacted materials.

Osmosis does two things: it increases the weight of the boat by the absorption of water and, secondly, it creates enlarged bubbles which separate the layers of the GRP, or the GRP from the gelcoat, weakening the hull and eventually creating internal blistering which bursts the gelcoat, removing the waterproofing, exacerbating the problem.

Drying the hull out of the water rectifies the first problem (though does not cure it), the second needs more work and care.

A thicker gelcoat, or indeed two coats, reduces the penetration effect and rate, but noticeably increases the cost and weight. Fortunately a more economical method has been manufactured, namely two-pack polyurethane and two-pack epoxy resin solutions. These are relatively easy to apply and much cheaper. The two packs (base paint and activator) are mixed when required but have to be used within a limited time once mixed. Being very thin there is very little build-up so a minimum of two to three coats are recommended.

What to do: a new hull should be de-waxed (rub with fine wet & dry and degreasing agent), given three coats of two pack epoxy solution to the maker's instructions, using vastly different colours to ensure full cover (red and white are available and recommended), then two coats of anti-fouling, again to the maker's instructions. The bilges should be treated in the same way using bilge paint instead of anti-fouling.

Thereafter and for old boats, they should regularly be taken out of the water, preferably into a warm, dry atmosphere, inspected closely for blisters (the sign of osmosis and other problems), allowed to dry out and any bare patches "resealed".

If blisters are found, the affected area needs to be ground to solid dry GRP, washed with fresh water, thoroughly dried and covered with three coats of two-pack epoxy resin solution, the hole filled with a low density filler, smoothed, and again covered with three coats of epoxy paint and anti-fouled.

There are papers giving a much fuller explanation of both the construction of GRP hulls and osmosis: this is intended to give an overall picture to those using GRP pilot boats.

It can be said that a properly constructed GRP hull with reasonable maintenance, damage and scoring promptly and properly repaired, should never suffer from osmosis.

With appreciation to Mr Kill (Trinity House) for papers and discourse.

Obituary

T F CARRIGAN

Tees Pilots have been saddened by the untimely death of their colleague T F (Terry) Carrigan. He was licensed in 1949 and was a splendid shipmate throughout his career.

With his wife, June, he bore the onerous burden of caring for their two handicapped boys while always remaining a cheerful and courteous companion. Tragically, he died, aged 56, after a long and painful illness.

Coastlines

Retired from Tees

STANLEY VICTOR EDGE

It is with regret that Stanley Edge has had to retire from The Tees Pilot Service due to ill health. Stan was an active member of the service for over twenty years, joining in 1953 as a junior pilot after completing his sea time with Ellerman City Line. Born in 1929 the son of a Liverpool Customs Officer and a Geordie mother he inherited their ready wit and repartee, thus was seldom lost for a clear answer.

He became a senior first class pilot in 1960 and was later appointed choice pilot to Glen and Blue Funnel Lines. An active UKPA Local Secretary for a number of years as well as secretary of The Tees Pilots Association, he attended many UKPA Conferences. Stanley and his wife Audrey have two daughters and two grandchildren.

The Tees Pilot Service held a dinner dance in his honour at which Stan was presented with some crystal-ware as a memento of his service and friendship. We wish both he and Audrey a long and happy retirement.

L S

CHARLES GEORGE ROBINSON

George was 65 on the 29th January this year and retired from the Tees Pilot Service on the same day. He was first apprenticed in December 1935 and obtained his 4th Class Licence in July 1946 and six years later his First Class Licence. He was active on the Tees Pilotage Authority Board for many years.

The Tees Pilotage Service held a dinner dance in his honour at which George was presented with some crystal-ware as a memento for his service and friendship. We wish both he and his wife Vera a long and happy retirement.

J H W

MATTHEW WILLIAM CHALLENGER

It is with regret that Matthew Challenger has had to retire from the Tees Pilot Service due to ill health, in May of this year. Matthew was an active member of the service for many years having obtained his 4th Class Licence in 1947 and his First Class Licence in 1953. He was first apprenticed to the Tees Pilot Service in March 1938.

The Service wish both he and his wife Marie a long and happy retirement.

J H W

UKPA Centenary Golf Competition

On Tuesday, 12th June, 1984, pilots from nine districts, competed for the beautiful decanter and glasses presented by the UKPA, the venue was Shirehampton Park Golf Club, a delightful parkland course with magnificent views overlooking the River Avon.

With the pilot flag flying proudly above the club house, and warm hospitality extended by those connected with Shirehampton Park, a happy day for all competitors was assured.



T J Russell (winner) with H Cross (Captain) at Shirehampton Park

After the previous evening's celebrations and a starting time of 0850 hrs it was obvious from the opening drives that some members were below par. Many were the hard luck stories told when relief was finally obtained at the 19th, but I have the highest admiration for the bulldog spirit which enabled one member to complete the course in 101 shots, a worthy winner indeed of the prize for Best Competitor.

After a pleasant lunch and refreshment the presentation of prizes was made by Senior vice-President Neil Walker:—

1st Prize	T J Russell	Bristol	Gross 75	Net 60
2nd Prize	P Ryder	Milford	Gross 81	Net 63
3rd Prize	B Freeman	Humber	Gross 76	Net 65

This was a competition played for golfers to enjoy, and that, I am sure, is what this great game is all about.

To all who helped make this a memorable day, I would record my thanks, and look forward to the next meeting of pilot golfers at Hawkstone Park in September.

Terry Russell, Bristol

Copy please!

The Editor is always glad to have local news from Secretaries, or from individual members. Don't worry about composition — notes on the back of an envelope will suffice so long as names (of places, vessels and people) are clearly printed.

Local Secretaries

Aberdeen	A F L Esson	Aberdeen Harbour Pilots, North Pier, Aberdeen, Scotland
Barrow-in-Furness	W A Hawkes	124 Darbshire Road, Fleetwood, Lancashire
Belfast	N C E McKinney	8 Alt-Min Avenue, Belfast 8, Northern Ireland
Blyth	M K Purvis	4 St Ronan's Drive, Seaton Sluice, Whitley Bay, Tyne & Wear
Boston	P M Brown	109 Freiston Road, Boston, Lincolnshire, PE21 0JP.
Bristol	T J Russell	9 Chardstock Avenue, Coombe Dingle, Bristol.
Brixham	R J Curtis	Ria-Tor, 86 Sommer Court Way, Brixham, Devon
Clyde	A Hephburn	5 Hawhorn Place, Trumpethill, Gourack, Scotland.
Coleraine	W Dalzell	Harbour Office, Coleraine, County Derry, Northern Ireland
Dundee	G Dobbie	16 Buddon Drive, Monifieth, Dundee, Tayside.
Exeter	B L Rowsell	17 Camperdown Terrace, Exmouth, Devon.
Falmouth	Mrs V W Telling	14 Arwenack Street, Falmouth, Cornwall
Fleetwood	R D Pratt	16 Thirlmere Avenue, Fleetwood, Lancashire.
Fowey	Mr Hingeston-Randolph	Moorlands Farm, Treemill, Tywardreath, Par, Cornwall
Gloucester	B H Richards	91 Jubilee Drive, Thornbury, North Bristol, Avon Co BS12 2YT
Goole	R Shaw	34 Sancton Close, Cottingham, North Humberside.
Grangemouth	K P Bowers	4 Broomknowe Drive, Kincardine-on-Forth, Alloa, Clackmannanshire
Hartlepool	B G Spaldin	15 The Crest, Warkworth Drive, Hartlepool, Cleveland, DN35 0EA
Hull (Humber)	R Alterston	3 Rymer Place, Cleethorpes, South Humberside, DN35 0EA
Inverness	H Patience	Altmory, 2 Glenburn Drive, Inverness, IV2 2ND
Ipswich	D A Ingham	Ipswich Pilotage Office, Dock Head, Ipswich, Suffolk IP3 0DP
Kings Lynn	J Steward	"Fir Trees", Lime Kiln Road, Gayton, Kings Lynn, Norfolk
Lancaster	H Gardner	Greystones, 128 Morecombe Road, Lancaster
Leith	F W Kitching	58 Ulster Crescent, Edinburgh EH8 7JL
Liverpool	V Welsh	c/o Simpson North & Harley, 1 Water Street, Liverpool, L2 0RE
London:		
Sea Pilots South	M Battrick	7 Broadfield Road, Folkestone, Kent CT2 2JJ
Sea Pilots West	M J G McDonald	Turks Hill, Taylors Lane, Higham, Near Rochester, Kent
River	P A Carden	The Old Rectory, 91 Windmill Street, Gravesend, Kent
Medway	S M Hunter	"De Winton", Oak Lane, Minster, Isle of Sheppey, Kent
Sea Pilots North (Harwich)	H Jones	"The Rookery", 441 Main Road, Dovercourt, Harwich
Londonderry	C J McCann	Shrove, Greencastle, County Donegal, Ireland
Lowestoft	W Craig	57 Royal Avenue, Lowestoft, Suffolk, NR32 4HJ
Manchester	Mr Weatherall	c/o Simpson North & Harley, 1 Water Street, Liverpool L2 0RE
Manchester Helmsmen	B E Pritchard	727 Burnage Lane, Manchester, M19 1RW
Milford Haven	A E Hicks	16 Bayview Drive, Hakin, Milford Haven, Pembrokeshire SA73 3RJ
Montrose	J R Leslie	2 Lunan Avenue, Montrose, Angus, Scotland
Orkney	W Cowie	The Borders, Bignold Park Road, Kirkwall, Orkney, KW15 1PT
Peterhead	D J MacKinnon	1 Acacia Grove, Peterhead, Aberdeenshire
Plymouth	M Trott	The Pilot Office, 2 The Barbican, Plymouth, PL1 2LR
Poole	P Colville	7 Gorse Road, Corfe Mullen, Near Wimborne, Dorset
Port Talbot	J Parry	6 Hazel Close, Dan-y-Craig, Porthcawl, Glamorganshire
Preston	M Purvis	26 Clitheroe Road, St Annes-on-Sea, Lancashire
Prestatyn	A M Hatton	The Orchard, 8 Stoneby Drive, Prestatyn, Clwyd, LL19 9PE
Rye	J A Thatcher	Sea Breeze, Commander's Walk, Fairlight, Hastings, East Sussex
Seaham	B Watson	29 Maureen Terrace, Seaham, County Durham, SR7 7SN
Shetland, Sullom Voe	B J L Cheevers	3 Burgadale Brae, Shetland
Shorham	E Wray	14 Kings Court, Brighton Road, Lancing, West Sussex
Southampton, Isle of Wight & Portsmouth	P R Carling	Pilot Office, Berth 37 Eastern Docks, Southampton SO1 1AG
South East Wales	E F Williams	39 Arles Road, Ely, Cardiff CF5 5AN
Sunderland	P Lee	c/o Sunderland Pilot Office, Old North Pier, Roker, Sunderland, Co Durham
Teignmouth	S C Hook	7 Ivy Lane, Teignmouth, Devon
Tees (Middlesborough)	J H Wright	"Okelinokee", 31 Oldford Crescent, Acklam, Middlesborough, Cleveland TS5 7EH
Trent	C J Hunt	2 Spinney Walk, Anlaby Park, Hull HU4 6XG
Tyne	J R Phillips	6 Mowbray Road, North Shields, Tyne & Wear
Weymouth	B E Caddy	15 Hope Street, Weymouth, Dorset, DT4 8TU
Wisbech	D Locke	Adderley House, Walsoken, Wisbech, Cambridgeshire
Whitehaven-Workington		
Maryport	M Ditchburn	68 Loop Road, North Whitehaven, Cumbria, CA28 6LT
Yarmouth	R Wright	Pilot Station, Riverside Road, Gorleston-on-Sea, Norfolk NR31 6PZ
Europilot	R B Bradbury	18 Silverthorne Drive, Southport, Merseyside, PR9 9PF